



SR 32: Added Passing Lanes Thursday, May 11, 2023



Welcome



- Meeting format
 - Formal Presentation
 - Formal Public Comment Period
 - Adjourn Formal Hearing
- Purpose of meeting
- Information packet



Project Team



Karen Arnold
Project Manager
INDOT Crawfordsville District



Debbie Calder
District Deputy Commissioner
INDOT Crawfordsville District



Project Team



Dylan Sievers, PE
Director of Roadway Services
RQAW Corporation



Harlan Ford
Environmental Scientist
RQAW Corporation



Project Team



Lisa Casler, PE
Division Director of Transportation
RQAW Corporation



Joe Dabkowski, PWS
Director of Environmental
RQAW Corporation



Why a Public Hearing?



Conducted as a requirement to the National Environmental Policy Act (NEPA)

- NEPA requires evaluation of potential impacts to surrounding natural, cultural, and social environments.
- Impacts are described in an environmental document.
- Requires opportunity for the public to be involved and comment in the decision-making process of said impacts



Environmental Document



- **Categorical Exclusion (CE) Level 2 under development**
 - Released for Public Involvement on April 6, 2023
 - Published Legal Notice
 - The Lebanon Reporter
 - April 25th and May 2nd
- **Legal Notice announces the public hearing and provides notification that the CE-2 is available for viewing.**



How Can You Participate?



- **Verbally**
 - Formal Public Comment Session
 - All formal comments will be recorded for the record.
- **Comment Form**
 - Submit via mail, email, or place in comment box.
- **Email**
 - Dylan Sievers (RQAW) dsievers@rqaw.com
 - Karen Arnold (INDOT) karnold2@indot.in.gov
- **Comment Period Ends**
 - May 26, 2023



How Are Comments Addressed?



- **All comments will be addressed in the Final Environmental Document as a result of:**
 - The public statements recorded at a public hearing.
 - All written comments, concerns, and suggestions such as letters and emails received during the comment period.
- **Informal comments are always welcomed; however, please note that general conversations are not part of the official record.**



Elements of Environmental Documentation



- **Public involvement**
- **Right-of-way**
- Streams & wetlands
- Karst
- Threatened & endangered species
- Floodplains
- Farmland
- Historic & Archaeological
- Section 4(f) & 6(f)
- Air quality
- Noise
- Community impacts
- Environmental Justice
- Relocations
- Hazardous materials



Project Location



Purpose and Need



- The need for this project is due to the percent time spent following along SR 32 and the deteriorated condition of the roadway.
 - Need to better define entrance/exit at gas station.
- The purpose of this project is to increase opportunity for passing slower traffic and reduce percent time spent following along SR 32.
 - Improve access control at the gas station.



Alternatives Studied



- No Build
 - Perform routine maintenance only
 - Does not meet purpose and need
- Other alternatives other than the “No Build” alternative were not evaluated.



Project Scope of Work



Minor Structural Overlay

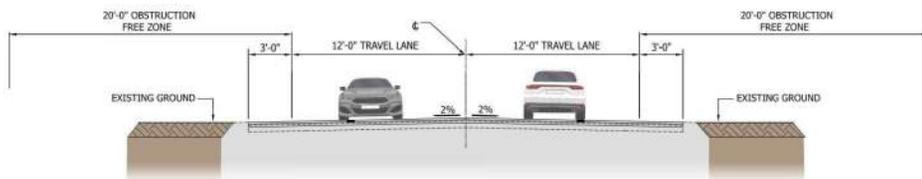
- Patch and mill/resurface roadway
- No work will be performed outside of the existing stone shoulder.



Proposed Typical Section



- Minor Structural Overlay



Project Scope of Work



Added Passing Lanes

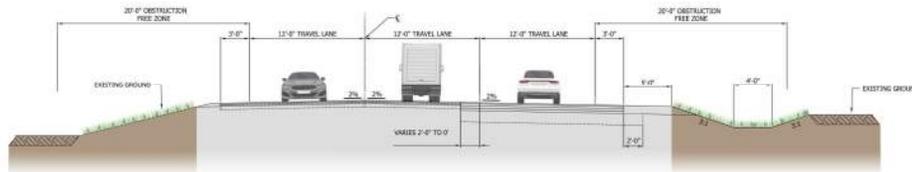
- Patch and mill/resurface existing road
- Add 12 ft. passing lane
- Add 3 ft. paved shoulder
- Add 5 ft. stone shoulder
- Establish new ditch along passing lane



Proposed Typical Section



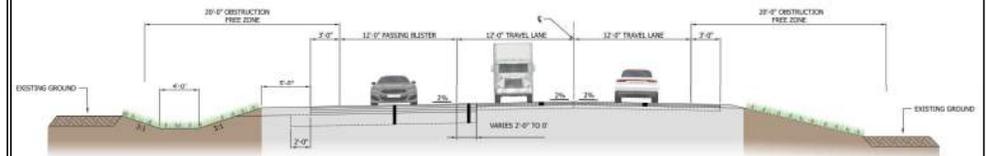
- Eastbound Passing Lane



Proposed Typical Section



- Westbound Passing Lane



Conceptual Maintenance of Traffic



Phase 1a

Added Passing Lanes

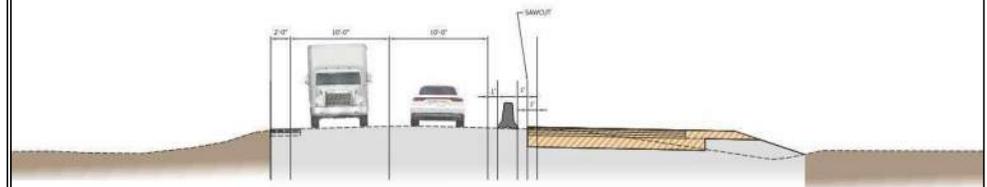
- Strengthen opposing shoulder to accommodate traffic.
- Construct passing lane behind temporary barrier wall



Maintenance of Traffic Typical Section



Phase 1 – Shoulder Strengthening/Added Passing Lanes



Conceptual Maintenance of Traffic



Phase 2

Minor Structural Overlay

- Mill/resurface utilizing flaggers.



Right-of-Way



Proposed Permanent

- 4.10 acres

Proposed Temporary

- 2.01 acres

Re-acquisition

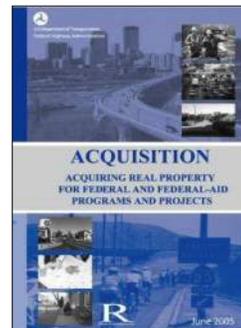
- 9.21 acres



Real Estate Acquisition Process



https://www.fhwa.dot.gov/real_estate/uniform_act/acquisition/real_property.cfm



Real Estate Acquisition Process



• Uniform Act” of 1970

- All federal, state, and local governments must comply by requiring just compensation.

• Acquisition Process

- Appraisals
- Review appraisals
- Amount of compensation cannot be less than fair market value
- Offer will be made in writing
- No agreement
 - Mediation
 - Condemnation



Estimated Project Cost



- Engineering
 - \$2,473,000
- Right-of-way
 - \$425,000
- Construction
 - \$13,602,000
- Total Estimated Cost
 - \$16,500,000



Project Schedule



- Final Environmental Document Approval – July 2023
- Right-of-Way Acquisition – November 2023
- Letting – April 2024
- Begin Construction Season 1 – June 2024
- Begin Construction Season 2 – April 2025



Thank You



Thank you for attending.
We will now perform the formal comment period



Speaker Sign-up Sheet

Lead Des. Number: 1800060

SR 32: Auxiliary Lanes

Boone County, Indiana

May 11, 2023

No.	Name (Please print)	Contact Information (Phone, Email, or Address)
1	(LaFollette) Vicki Boohe	Cattiechase2@gmail.com
2	Rob Ramey	rob.ramey@webo.k12.in.us 1201 N. St. Rd. 75 Thorntown, IN 46071 765-482-6333
3	Jim Caldwell	jealdwell5501@gmail.com P.O. Box 114 Advance, IN 46102 765-894-0225
4	Kathy Clawson	Boone County Surveyor
5	Vivian Doran	765-481-9325
6	Ric LaFollette	9tx4spd@yahoo.com
7	Tim Holzhauser	219-730-7196
8		

Please note that Kathy Green also made a formal comment during the comment period, although her name does not appear on this list.

Public Hearing Transcript of Verbal Comments

BEGIN FORMAL PUBLIC COMMENT SESSION

{Joe Dabkowski} So with that being said, we have Vicki Booher.

We live west on 32 and my brother and I are lucky enough... sorry {crying}, to be 6 generations. And none of this should be happening. What they're doing could essentially actually turn into a bigger death zone than what 32 is because of the locations of where they're putting stuff. They're going to be speeding anyway. And then to pass around and it's going to endanger the farmers even worse than what they are endangered. And up there at Dover, definitely that is a situation. But I don't think that this is the right situation because of the location of the school and the kids coming and going from the school. And down there where we're at. Yeah, that's easy. Easy access for them because it's a pretty straight stretch through there, but it's also Indian hunting ground. It's also where generations started coming in and building many, many years ago. And technology and improvements are good if they're used for the right reasons, and I see no right reason in what Boone County is doing any way, shape or form. And if I have stepped on anybody's toes in your way of thinking on what you want done, I do not apologize. I repeat, I do not apologize because all of this is essentially {profanity}.

{Joe Dabkowski} Thank you for your comment Vicki. Up next is Rob Ramey. There you go Sir.

I'm Rob Ramey the Superintendent here at Western Boone and uh I've conveyed my concern on a couple of occasions the last time at the meeting that uh was the first meeting involving this situation. So uh just to review the uh intersection 32 and 75 is a huge concern uh. Sitting here in the office or uh traveling. Frequently, the number of accidents, um, continue to occur. Um, just last spring um we had a student on spring break, um lost her life and was lucky to be revived by first responders that evening. Um so I think the fact that we're encouraging increased speeds through this, this stretch of road from the Lafollete's and on down this way um. Then they're going to go through Dover and continue onward uh at rates that are going to be greater than. Probably right now. Uh. The lack of turn lanes. Uh. On both directions from 75 and then uh 32 coming from the East, there are no turn lanes. There is one at the West coming from the West at Dover. That's a problem. Anybody that travels this on a day-to-day basis, knows that you can make turns, if you're going West or East and you turn to the north and there's vehicle that's turning South uh, they turn in front and Jim and his guys are out here dealing with that. That's a big cost. Um. So that's one of the issues and then uh. Next one that I that I can't quite understand is uh the formal document says that it starts east of the high school. The passing lane starts east of the High school. From what I can tell, it starts in front of the high school. That's a school zone. So are we ignoring the fact that that's a school zone in order to put it there. And then uh you know that that's problematic with the fact that they're already going to be going faster and then uh it's just encouraging that speed. And I've, I've mentioned this before and...and you know what would be done and what's going to be put in place in order to encourage slower speeds through this school zone and then going back to the intersection at 32 and 75 when we've had meetings to address this, we've been told that there's not enough active adequate number of accidents and the volume on both roads uh was not high enough. But again, I brought it up before and I'll

bring it up again today. You can go through a lot of intersections in this area, Montgomery County, Boone County, Tippecanoe County and things have been done to address dangerous intersections and..and..and the volume is not, uh you know at the same level as what we're dealing with here and then uh last but not least, we all know uh, we just mentioned about the development. Um. You know the concern for me is the development at least one uh, development is occurring in the LEAP with Lilly. Um. You know with that increased traffic, so was this then to try to address that or was this, you know, was this decided prior to knowing all this? And then with that being said. Um. I just don't feel like it's. We know it now and we've known it since last year. We've known it since the first meeting here and we're still ignoring the fact that that state road 32 is going to continue to increase in traffic. And um you know that's...that's a concern. So um I appreciate the opportunity to voice my concerns on behalf of the school.

{Joe Dabkowski} Thank you, Rob, uh next on the list uh is, Jim Caldwell. Here you go sir.

I'm Jim Caldwell. I'm the Fire Chief of advance for last 52 years, been dragging people off the road either dead or cutting them out of cars. And this project when they start out concerned about anytime you start construction on any highway, state Route 32, what it causes a problem. And there's going to be accidents. And I don't know how many, but it's going to be terrible. You can say all you want to, but when you start resurfacing, the traffic is going to be bad. And every time we have an accident on 32 traffics, backed up somewhere 2 to 3 miles in each direction because we can't handle the police trying to move the traffic back and forth. And have you actually addressed the county has a plan uh to increase the uh size of the county roads because of the new leap project that they're talking about right now, are they addressing that? Are they going to take care of that? Because we had an accident on 32, semis start pulling off and going in the county roads and they can't make the turns and it becomes a super disaster. So anything that happens on this road is not good, never. And like I said, 52 years have been dragging people and what Rob talked about, I was there on that scene when that little girl was in full rest. My guy saved her life. And you can't imagine what that makes me feel like.

{Joe Dabkowski} Thank you, Jim. Uhh. We got Kathy Clawson?

Thank you. I'm just speaking on behalf of the Boone County Surveyors office. So I have spoken with Lisa and Dylan, with RQAW, and we're just trying to make sure we get a set of plans in our office because there are regulated legal drains that you will be affecting by this project, that affect the farmers and land owners. So that's why I'm requesting to make sure that we do get a copy of your plans. Thank you. Kathy Clawson.

{Joe Dabkowski} Ok, thank you. Uh. Next is Vivian.

I'm just going to reiterate a couple of things that have already been said. The speed on 32 is extreme. It's nobody goes 55. Most people don't even go 65. And so if you add a passing lane. It's just going to be

increase it even more. I'm part of the project and I sit on my front porch and you don't know how many accidents, close misses, I have watched. My son, my grandson, My son, my grandson. He's my son he, anyway. The bus almost got hit by somebody going over the hill and he is. yes, he gets on off that side, but the bus with load with the kids that have just left, left Western Boone could be affected. There's so many people that don't drive 55 or 65. Everybody's impatient, so yeah. My comment. Sorry Vivian Norman.

{Joe Dabkowski} Thank you, Vivian. Um. We have...we have Ric next.

Ric Lafollette here. One thing I did not find any information in this pack on was regarding the consulting firms, the engineering firms, the construction firms, et cetera. There's no information here on how much money they've donated to Republicans so they could get this plump little project. Making money off of it. Another thing is, as I mentioned here before, are you all really that stupid to think these passing lanes are not going to cause more deaths and accidents. People are going to get those passing lanes and go through and they're not going to care about when that passing lane runs out. They're going to be running straight into oncoming traffic. We see this, like you said, we see this crap everyday out there. Those passing lanes are only going to make this worse. Lead to far more deaths. And then the other thing is one to be honest, just tell us this isn't about highway improvement, this is about preliminary work to get another Republican land grab, who wants to steal our property like they did for Lilly so they can hand it off to their fat cat corporate donors. That's all it amounts to. Few years down the road thats where we will be.

{Joe Dabkowski} Thank you, Rick, and last but not least, we have Tim.

Hi, my name is Tim Holzhauser. Um. My cousin and I, we own property. He lives in it, right in Dover. Two houses. It would be two houses east of the intersection. As the night goes on, the traffic goes faster and faster. Instead of spending millions of dollars, multi billion dollars that this government ain't got, why don't we put in four-way red light right here in Dover? That way, everybody will know that you have to stop. They're not going to be speeding. And another thing on top of that is it's only 6 miles to 65. You got to tell me that people are that impatient, that they can't drive 50, 55 to 65 without having to pass somebody. That's 6 miles. It takes 6 minutes to get there. Are we in that big of a hurry that we can't allow ourselves 6 minutes to get to 65? The property that I own, when they take that 20 foot, it's going to be 20 foot from the front door. That's barely enough room to park a truck in the driveway. There's another house, it's right there on um, West of Dover, right there in town. Uhh. Let me get my glasses on. I just got done measuring them, 04 it's going to be 0 foot. It's going to be at the front porch. Uh 8089, he's going to have 10 foot to his front porch. That's totally unacceptable. You can't take that kind of land from people. What do we do? Kids play in the yards. I..I don't understand where this project needs to be. If you can just put stop and go four way, slows the traffic down and put a police officer out here. Four or five of them. Call the state cops, they're busy giving tickets on 65. Get them here in Dover. Slow this traffic down. Once truckers and people

understand you got to go slow through Dover, they can go back on 65 and get out there and get their..get their quota of tickets. But that's me. I'm just...thank you for your time.

{Joe Dabkowski} Thank you for comments. Um. At this time, if there is anybody else uh, that didn't sign up wants to come up and make a comment? Uh. Feel free to come up now um, if not um, in the back of your packet, there is a written comment form. Um. You can fill that out and place in the box up here. You can leave here tonight with us. Um. Or there's ways. Other ways of information how to get us your comments. There's e-mail and how to send those addresses to. But please note the due date. On those to make the formal record, um, because once that the due date is expired, um all the comments will be addressed uh and then you'll be notified for the responses. So if anybody else want to come say something, I don't want to leave anybody out. And just state your name before. Thank you.

I'm Kathy green. I have farmed on 32 for 20 years and I mow uh on 32, it is the most dangerous thing to try to do, to mow a yard. You put in a passing lane and it's even going to make my life dangerous now. I watch cars throw bottles at me, trash out at me. I try to drive a semi or a piece of farm machinery on 32. I almost get hit daily. Last year in the fall, I tried to turn into the driveway and a car passed me as I was trying to turn. I almost ran over that car. Now what's the the {inaudible} going to be when there is a passing lane that I'm going to have to deal with. I mean, this is going to be ridiculous putting those passing lanes in. Twenty years, you watch your life and it's just it's changed, and now you're going to change it even more by putting another passing lane in, and it's not right. You. It's like everybody says out here, you take your life in your own hands. All of us that lived on 32 or work on 32, we know that. You guys that are doing this design stuff you're not on 32, you don't have no clue what we go through on a day-to-day basis. Near misses every single day. I drive 5 minutes to go to my work on 32, every day I almost get hit or I sit 20 minutes to get on to 32. What's it going to be like when you put those passing lanes in. It's not safe on 32. It is the most dangerous road here in Boone County, and putting these kids at risk with a passing lane for school bus drivers, I almost got hit last night and I stopped way back for that bus driver to drop off its children, and I almost got hit just waiting for that bus driver. It's not right to put these passing lanes in. It's going to make it even more dangerous, not even for us farmers, for people driving on it and for our students of Western Boone. Thank you.

{Joe Dabkowski} Thank you for your comment. Um. Your guy's comments and information tonight that's really valuable to the design team. Um. That way we can look at each comment and how you know we can, you know, make this project better for everybody and uh do all we can to minimize as much as possible. Um. If nobody else has any comments uh, we'll close down the formal public hearing and offer the design plan this offers in the back. The designers are here um any kind of looking at your properties, any specific stuff, um, feel free to ask. I think everybody's pretty aware of that. We've been talking before this, so um, if you have anything further, uh, Please feel free to see us uh, and we...uh we thank you for coming and spending this evening with us.

END OF FORMAL COMMENT PERIOD

May 24, 2023

Commissioner Michael Smith
Indiana Department of Transportation
100 N Senate Ave., IGCN 755
Indianapolis, IN 46204

In regards to 7955 W State Rd 32, Lebanon, IN, located at the second property southeast of 75. You have informed us that you will be taking half of our property from the house front to the State Rd 32; which puts the road 20 feet from my front door. As a result, this is very dangerous to enter or exit my property. I also have grandkids that play outside which is an endangerment to my grandchildren. Yes, I am a responsible grandparent; I do not allow them to play in the road. But if a vehicle runs off the road, as it did to my neighbor's property, they could be killed.

If you plan to purchase my property for this project, I need to know soon. Therefore, I need to arrange another residence and stop the remodel that I am planning on now. The residents affected; as well as, the School Representative and the Gas Station, feel this would be a very dangerous change. We feel that this will only allow drivers/semi-trucks to go faster past our properties. Take a look at the property on the northwest side of 75 across from the Gas Station. What happened? It appears a car ran into the house, which is presently very close to the road. Also, consider how dangerous the intersection is without a light for the Church behind our property.

We feel that a 4-way stop light would be more effective to slow the traffic down. As well as, employ the traffic control police to watch and monitor this area of the traffic lights for awhile. This proposal is much more cost effective than \$16.5 million of our tax money.

Please consider our proposal

Randy Howard

765-721-3501

Sherri Holzhauer

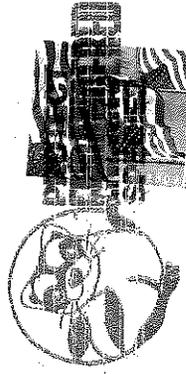
219-741-8649

Timothy Holzhauer

219-731-7196

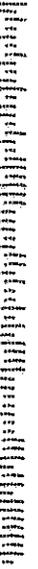
Sherri Holzauer
7955 W State Rd 32
Lebanon, IN 46052

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24 MAY 2023 PM 2 L



Commissioner Michael Smith
Indiana Department of Transportation
100 N Senate Ave., IGCN 755
Indianapolis, IN 46204

46204-222999



May 24, 2023

INDOT Project Manager Karen Arnold

INDOT Crawfordsville District

41 West 300 North

Crawfordsville, IN 47933

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Randy Howard

765-721-3501

Sherri Holzauer

219-741-8649

Timothy Holzauer

219-731-7196

Sherri Holzhauser
7955 W SR 32
Lebanon, IN 46052

INDIANAPOLIS IN 460

24 MAY 2023 PM 1 L



Karen Arnold
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

47933-920041



May 24, 2023

Dylan Sievers
RQAW
8770 North Street
Suite 110
Fishers, IN 46038

In regards to **7955 W State Rd 32, Lebanon, IN**, located at the second property southeast of 75. You have informed us that you will be taking half of our property from the house front to the State Rd 32; which puts the road 20 feet from my front door. As a result, this is very dangerous to enter or exit my property. I also have grandkids that play outside which is an endangerment to my grandchildren. Yes, I am a responsible grandparent; I do not allow them to play in the road. But if a vehicle runs off the road, as it did to my neighbor's property, they could be killed.

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Randy Howard

765-721-3501

Sherri Holzhauser

219-741-8649

Timothy Holzhauser

219-731-7196

Terri Holzauer
355 W SR 32
Fishers, IN 46052



INDIANAPOLIS IN 460
24 MAY 2023 PM 2:11

Dylan Sievers
RQAW
8770 North Street
Suite 110
Fishers, IN 46038

46038-288370

From: Dylan Sievers
Sent: Thursday, May 4, 2023 5:08 PM
To: Harlan Ford
Cc: karnold2@indot.in.gov
Subject: FW: St rd 32 project does go far enough!

Harlan,

Please see below.

Thanks,

Dylan Sievers, PE
Director of Roadway Services

RQAW | DCCM
317-588-1739 p 317-771-3727 c

----- Original message -----

From: Dylan Sievers <dsievers@rqaw.com>
Date: 5/4/23 5:07 PM (GMT-05:00)
To: John Koehler <jtkoehler2@yahoo.com>
Subject: RE: St rd 32 project does go far enough!

Hi Mr. Koehler,

I will get this to the proper personnel to ensure this is more and addressed with the hearing documents. We appreciate you taking the time to share your comments.

Thanks,

Dylan Sievers, PE
Director of Roadway Services



A 8770 North Street, Suite 110, Fishers, IN 46038
P 317-588-1739 **C** 317-771-3727
RQAW.com |   

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----- Original message -----

From: John Koehler <jtkoehler2@yahoo.com>

Date: 5/4/23 4:52 PM (GMT-05:00)
To: Dylan Sievers <dsievers@rqaw.com>
Subject: Fw: St rd 32 project does go far enough!

Caution: This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

See below

[Sent from Yahoo Mail on Android](#)

----- Forwarded Message -----

From: "john koehler" <jtkoehler2@yahoo.com>
To: "dseivers@rqaw.com" <dseivers@rqaw.com>
Sent: Thu, May 4, 2023 at 4:50 PM
Subject: St rd 32 project does go far enough!

I've been watching the truck traffic increase on st rd 32 from I 65 to I74 for many many years. My current count of trucks use on that road ,both directions ,per hour is 350. One day I was driving the 17 miles from I 74 to Lebanon and I counted 65 trucks in-that 20 minute drive just passing me. St Rd 32 could be I 32, with that much traffic.

Since the trucks think they are saving time by using st rd 32 as a connector between 65 and 74 the road needs to be 4 lanes all the way.

The passing lanes need to be extended into Montgomery Co. where there are very few safe passing lanes. Most of the trucks take the turns at 45 but they are rated for 55. Have you looked at the accidents at Montgomery County Roads 550, 625 and 1075 east? The local paper has many each week, again because of the high truck traffic.

Since the light over I 74 and StRd 32 was put in the truck traffic is backed up all the way to I 65 going east.

If you got rid of the trucks off of 32 you wouldn't need any new lanes. I know that will never happen.

Btw US 231 south of Spencer has curved roads with 4 lanes.

I am writing this to you because I will be out of town for the hearing.

Please consider my note.

Thanks. John Koehler. 765 366 0834

Sent from my iPadt

From: Dylan Sievers
Sent: Wednesday, May 10, 2023 1:47 PM
To: Harlan Ford
Subject: FW: INDOT SR 32 Project, Boone County, IN
Attachments: SKM_C65923050110301.pdf

Please note the attachment included with this email was a copy of the legal notice that was mailed to the property owner. It is included on the following pages (G70 to G71) for record purposes.

Harlan,

Please see below and attached.

Thanks,

Dylan Sievers, PE
Director of Roadway Services

RQAW | DCCM
317-588-1739 p 317-771-3727 c

From: Jacqui Sigg <jsigg@realtynincome.com>
Sent: Monday, May 8, 2023 3:36 PM
To: Dylan Sievers <dsievers@rqaw.com>; karnold2@indot.in.gov
Subject: INDOT SR 32 Project, Boone County, IN

Caution: This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sir/Ma'am,

Our office is in receipt of the attached notice regarding the upcoming SR 32 Project. Realty Income owns a few properties in the area; can you please clarify the address this is intended?

We understand that the improvements needed may impact our property. At this time are there plans available which show the proposed impacts to our property? Will any right of way be required from the site, and if so what is the timing for the acquisition?

Please let us know whether the planned improvements in proximity to our parcel will remain solely within the existing right of way, or if the work will extend onto our property.

Any additional information you may have with respect to the project will be appreciated.

Thank you,

Jacqui Sigg

Senior Associate, Right of Way, Condemnations, & Real Estate
East Region: AL, CT, DE, FL, GA, IN, KY, ME, MD, MA, MI, MS, NH, NJ, NY, NC, OH, PA, RI, SC, TN, VT, VA, WV
Realty Income Corporation (NYSE "O")
11995 El Camino Real | San Diego, CA 92130
www.realtyincome.com
(O) 858-284- 5235 (F) 858-724-3406



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Legal Notice of Public Hearing – Lead Des. No. 1800060
Roadway Improvement Project on SR 32 in Boone County, Indiana

The Indiana Department of Transportation (INDOT), Crawfordsville District will host a public hearing on Thursday, May 11, 2023, from 6:00 pm to 9:00 pm at the Western Boone Junior-Senior High School, 1205 IN-75, Thorntown, IN 46071. The purpose of the public hearing is to offer all interested persons an opportunity to comment on current preliminary design plans for the proposed SR 32 roadway improvement project in Boone County, Indiana. The purpose of this project is to increase opportunity for passing slower traffic and reduce percent time spent following along SR 32. In addition, the purpose is to restore the rideability of the pavement, and to improve access control at the gas station in the southwest quadrant of the SR 32/SR75 intersection.

The scope of work for this project will include constructing a functional Hot Mix Asphalt (HMA) minor structural overlay and the addition of 3 passing lanes (2 eastbound (EB) and 1 westbound (WB)) that will each be approximately 1 mile long. The HMA overlay portion of the project (Des. No. 1900361) will be located on SR 32 from 0.05-mile W. of SR 75 to 0.5 mile W. of I-65, and the added passing lanes portion of this project (Des No. 1800060) will be located on SR 32 from 3.69 miles W. of SR 75 to 1.41 miles E. of SR 75. In total, the proposed improvements will involve 6.62 miles of mill and resurface and approximately 3 miles of added passing lanes. New roadside ditches will need to be established within the passing lane areas. In the three areas where the passing lanes will be installed, the cross section will include two 12-foot-wide travel lanes, one 12-foot-wide passing lane, and 3-foot-wide paved shoulders. An additional 5-foot-wide aggregate shoulder will be installed along the passing lane for a total shoulder width of 8 foot. In addition, all small structures within the limits of the three passing lane locations will need to be replaced to facilitate the additional pavement width. Lastly, Des No. 2101655 will include adding a curbed concrete island (approximately 6 inches in height) to better define the entrance to the gas station, located on the southwest corner of the SR 32/SR 75 intersection.

The Maintenance of Traffic (MOT) plan will utilize phased construction to limit the impact to commuters during the passing lane construction. A road closure or detour route is not anticipated. After the passing lanes are constructed, the HMA overlay can be constructed by utilizing flagging operations. Two-way traffic is anticipated to be maintained along SR 32 and access to all properties will be maintained during construction. INDOT will coordinate with emergency services, local school corporation officials and project stakeholders to ensure potential disruptions and impacts are minimized as much as possible. The project will require approximately 4.10 acre of permanent right-of-way, in addition to some temporary right-of-way needed during construction. No relocations or displacements will occur as a result of this project. The estimated cost of this project is approximately \$16,500,000 and uses both federal and state funds.

Federal and state funds are proposed to be used for construction of this project. INDOT and the Federal Highway Administration have agreed that this project poses minimal impact to natural environment. A Categorical Exclusion (CE) environmental document has been prepared for the project. The environmental documentation and preliminary design information is available to view prior at the following locations:

1. Lebanon Public Library at 104 E. Washington St., Lebanon, IN 46052
2. INDOT Crawfordsville District at 41 West 300 North, Crawfordsville, IN 47933

Additionally, a project webpage will be created prior to the public hearing to ensure project information is available on-line via the project sponsors web page Crawfordsville.indot.in.gov, if you are unable to attend in person. Lastly, project information, including the environmental document, may be mailed upon request.

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to the attention of Dylan Sievers at 8770 North Street, Suite 110, Fishers, IN 46038, at 317-588-1739, or at dsievers@rqaw.com. **INDOT respectfully requests that comments be submitted by May 26, 2023.**

With advance notice, INDOT will provide accommodations for persons with disabilities with regards to participation and access to project information as part of the hearings process including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired and other services as needed. In addition, INDOT will provide accommodations for persons of Limited English Proficiency (LEP) requiring auxiliary aids including language interpretation services and document conversion. Should accommodation be required please contact Karen Arnold, INDOT Project Manager, Crawfordsville District at (765) 361-5241 or at karnold2@indot.in.gov.

Inclement Weather Notice

In the event of inclement weather resulting in hazardous driving conditions, please contact Dylan Sievers, RQAW project manager, at 317-588-1739 or at dsievers@rqaw.com or Karen Arnold, INDOT project manager, at 765-361-5241 or at karnold2@indot.in.gov to learn of any postponement of the public hearing. If the public hearing is postponed due to inclement weather, it will be rescheduled for Thursday, May 16, 2023, from 6:00 pm to 9:00 pm at the Western Boone Junior-Senior High School, 1205 IN-75, Thorntown, IN 46071 and the public comment period would be extended.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary." approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021.

From: Dylan Sievers
Sent: Tuesday, May 23, 2023 8:15 AM
To: Harlan Ford
Subject: FW: SR 32 Roadway Improvement Project....

Harlan,

Please see below.

Thanks,

Dylan Sievers, PE

Director of Roadway Services

RQAW | DCCM

317-588-1739 p 317-771-3727 c

From: Kathy Green <kathygreen85@yahoo.com>
Sent: Tuesday, May 16, 2023 9:01 AM
To: karnold2@indot.in.gov; Dylan Sievers <dsievers@rqaw.com>
Subject: SR 32 Roadway Improvement Project....

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I was at the meeting Thursday Night at Western Boone School Corp.

Your plans will cause more accidents and or fatalities putting in Passing Lanes this is not the correct answer for State Road 32

I have worked and lived out her for over 35 years it was not as bad as it now this road is one of the most DANGEROUS ROADS IN BOONE COUNTY and you want to increase the volume of traffic and increase the speed of vehicles including Semi's with these extra lanes....

Well it was also said in the meeting that it only takes 6 Minutes to get to Interstate 65, also it only takes under a minute to unload a Student from a School Bus Safely and its like sitting at a Red Light to follow a Farmer pulling a piece of Equipment, so who are you guys trying to protect out here the Inpatient Driver who don't want to be behind a slower moving Semi or Vehicle and or a Farmer pulling a piece of equipment are the People that have lived out her for Generations, The Farmer that has to pull a piece of Equipment or the People that mow along the 32 or our Students at Western Boone Corp and Staffing, Bus Drivers THOSE 6 MINUTES MATTER to me and everyone out here.

If only we could get the Sherriff Department and or the State Police to write tickets and be out here on a regular basis to do so there might be some change in the traffic flow
I have asked for that only to here that they pull them over and no ticket issued and I have sent pictures of cars and trucks passing in a double yellow up a hill but only to be told that they the Sherriff Officer has to be present to see it happen...

When you do this construction project there will be more accidents during this process and doing this will disrupt Planting Season and Harvest Season for many Farmers
we will be lucky to not be involved in a accident tearing up Equipment that is needed for those jobs and there is a waiting list for new Equipment its not like we can replace it in a couple of days and if you are NOT A FARMER OR A FARMER'S HIRED HAND you have no idea how important it is to get a crop out in time for growing and how to Harvest it quickly trying to beet the weather and the changing Season's....

And if you don't live in this area have not driven State Road 32 on a regular basis are even tried to move a piece of Farm Equipment or Mow along State Road 32 then you have no idea on the danger that you will increase with Passing Lanes also funneling three lanes down to two again will increase accidents and or fatalities again this is not a solution what will be the out come if one of us that live out here is stopped to turn into our driveways and waiting for on coming traffic and you have now got the traffic from three lanes back down to two lanes and we are sitting there waiting we will be hit ,.....

There needs to be a different route built else were from Interstate 65 to Interstate 74 and that will solve the traffic flow and make it safer for the Western Boone County Residents and most importantly our Western Boone Students that should be the primary goal not to INCREASE TRAFFIC AND SPEED ...

With Regards

Kathryn L. Green

From: Dylan Sievers
Sent: Wednesday, May 24, 2023 12:09 PM
To: Harlan Ford
Subject: FW: INDOT SR 32 proposal
Attachments: DOT proposal.docx

Harlan,

Please see attached and below.

Thanks,

Dylan Sievers, PE
Director of Roadway Services

RQAW | DCCM
317-588-1739 p 317-771-3727 c

From: TIMOTHY HOLZHAUER <sholzhaue@comcast.net>
Sent: Wednesday, May 24, 2023 12:07 PM
To: karnold2@indot.in.gov; Dylan Sievers <dsievers@rqaw.com>
Subject: INDOT SR 32 proposal

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Attached is our comments on INDOT SR 32 project

Please refer to the next page (G75) for their comment letter.

May 22, 2023

INDOT Project Manager Karen Arnold

RQAW Project Manager Dylan Sievers

INDOT Crawfordsville District

41 West 300 North

Crawfordsville, IN 47933

In regards to **7955 W State Rd 32, Lebanon, IN**, located at the second property southeast of 75. You have informed us that you will be taking half of our property from the house front to the State Rd 32; which puts the road 20 feet from my front door. As a result, this is very dangerous to enter or exit my property. I also have grandkids that play outside which is an endangerment to my grandchildren. Yes, I am a responsible grandparent, I do not allow them to play in the road. But if a vehicle runs off the road, as it did to my neighbor's property, they could be killed.

If you plan to purchase my property for this project, I need to know soon. Therefore, I need to arrange another residence and stop the remodel that I am planning on now. The residents affected; as well as, the School Representative and the Gas Station, feel this would be a very dangerous change. We feel that this will only allow drivers/semi-trucks to go faster past our properties. Take a look at the property on the northwest side of 75 across from the Gas Station. What happened? It appears a car ran into the house, which is presently very close to the road. Also, consider how dangerous the intersection is without a light for the Church behind our property.

We feel that a 4-way stop light would be more effective to slow the traffic down. As well as, employ the traffic control police to watch and monitor this area of the traffic lights for awhile. This proposal is much more cost effective than \$16.5 million of our tax money.

Please consider our proposal

Randy Howard

765-721-3501

Sherri Holzhauer

219-741-8649

Timothy Holzhauer

219-731-7196

Harlan Ford

From: Dylan Sievers
Sent: Friday, June 2, 2023 1:47 PM
To: Harlan Ford
Subject: FW: State Road 32 Project Comment

Harlan,

I just saw the below email.

Thanks,

Dylan Sievers, PE
Director of Roadway Services

RQAW | DCCM
317-588-1739 p 317-771-3727 c

From: Rob Ramey <Rob.Ramey@webo.k12.in.us>
Sent: Friday, May 26, 2023 11:45 AM
To: karnold2@indot.in.gov; Dylan Sievers <dsievers@rqaw.com>
Cc: Calder, Debbie <DCALDER@indot.IN.gov>
Subject: State Road 32 Project Comment

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In addition to the comments that I made on May 11th, I would like to go on record with the following:

If growth does occur with the corporation's boundaries, our current entrance/parking lot will not be able to adequately meet the needs of increased traffic from a greater number of students. As a result, we will need to add an entrance to the east. A passing lane in front of the school would be a huge safety risk and ultimately prevent a project of this nature from being completed.

Rob

Rob Ramey, Superintendent

Western Boone County Community School Corporation

1201 N. St. Rd. 75

Thorntown, IN 46071

Phone 765.482.6333 Ext. 2401



Public Comment and Response
SR 32: Roadway Improvement Project in Boone County (Lead Des No. 1800060)

Commenter	Comment	Response
Vickie Booher	<p>(Verbal Comment During Hearing)</p> <p>We live west on 32 and my brother and I are lucky enough... sorry {crying}, to be 6 generations. And none of this should be happening. What they're doing could essentially actually turn into a bigger death zone than what 32 is because of the locations of where they're putting stuff. They're going to be speeding anyway. And then to pass around and it's going to endanger the farmers even worse than what they are endangered. And up there at Dover, definitely that is a situation. But I don't think that this is the right situation because of the location of the school and the kids coming and going from the school. And down there where we're at. Yeah, that's easy. Easy access for them because it's a pretty straight stretch through there, but it's also Indian hunting ground. It's also where generations started coming in and building many, many years ago. And technology and improvements are good if they're used for the right reasons, and I see no right reason in what Boone County is doing any way, shape or form. And if I have stepped on anybody's toes in your way of thinking on what you want done, I do not apologize. I repeat, I do not apologize because all of this is essentially {profanity}.</p>	<p>The goal of this project is to reduce the time spent following behind slower moving traffic. This project provides slow moving traffic a refuge to allow faster vehicles to pass by instead of impeding traffic and creating an accident prone environment by having to immediately slow down to avoid rear end collisions.</p> <p>In regards to the situation in Dover, the passing lane will begin construction 270 east of the school entrance. However, the active passing lane will not begin until 400 feet east of the school zone. It is also important to note that this is an eastbound passing lane and the traffic will be moving away from the school. All traffic going towards the school will remain unchanged in both directions, eastbound and westbound.</p> <p>In regards to what Boone County (LEAP Lebanon project area) is doing, this INDOT project is not associated with the LEAP Lebanon project and what they are proposing. This project was planned well before the LEAP Lebanon project and the two are not dependent on or associated with each other.</p>
Rob Ramey	<p>(Verbal Comment During Hearing)</p> <p>I'm Rob Ramey the Superintendent here at Western Boone and uh I've conveyed my concern on a couple of occasions the last time at the meeting that uh was the first meeting involving this situation. So uh just to review the uh intersection 32 and 75 is a huge concern uh. Sitting here in the office or uh traveling. Frequently, the number of accidents, um, continue to occur. Um, just last spring um we had a student on spring break, um lost her life and was lucky to be revived by first responders that evening. Um so I think the fact that we're encouraging increased speeds through this, this stretch of road from the Lafollete's and on down this way um. Then they're going to go through Dover and continue onward uh at rates that are going to be greater than. Probably right now. Uh. The lack of turn lanes. Uh. On both directions from 75 and then uh 32 coming from the East, there are no turn lanes. There is one at the West coming from the West at Dover. That's a problem. Anybody that travels this on a day-to-day basis, knows that you can make turns, if you're going West or East and you turn to the north and there's vehicle that's turning South uh, they turn in front and Jim and his guys are out here dealing with that. That's a big cost. Um. So that's one of the issues and then uh. Next one that I that I can't quite understand is uh the formal document says that it starts east of the high school. The passing lane starts east of the High school. From what I can tell, it starts in front of the high school. That's a school zone. So are we ignoring the fact that that's a school zone in order to put it there. And then uh you know that that's problematic with the fact that they're already going to be going faster and then uh it's just encouraging that speed. And I've, I've mentioned this before and...and you know what would be done and what's going to be put in place in order to encourage slower speeds through this school zone and then going back to the intersection at 32 and 75 when we've had meetings to address this, we've been told that there's not enough active adequate number of accidents and the volume on both roads uh was not high enough. But again, I brought it up before and I'll bring it up again today. You can go through a lot of intersections in this area, Montgomery County, Boone County, Tippecanoe County and things have been done to address dangerous intersections and..and..and the volume is not, uh you know at the same level as what we're dealing with here and then uh last but not least, we all know uh, we just mentioned about the development. Um. You know the concern for me is the development at least one uh, development is occurring in the LEAP with Lilly. Um. You know with that increased traffic, so was this then to try to address that or was this, you know, was this decided prior to knowing all this? And then with that being said. Um. I just don't feel like it's. We know it now and we've known it since last year. We've known it since the first meeting here and we're still ignoring the fact that that state road 32 is going to continue to increase in traffic. And um you know that's...that's a concern. So um I appreciate the opportunity to voice my concerns on behalf of the school.</p>	<p>In regards to the passing lane being within the school zone, the passing lane will begin construction 270 east of the school entrance. However, the active passing lane will not begin until 400 feet east of the school zone. It is also important to note that this is an eastbound passing lane and the traffic will be moving away from the school. All traffic going towards the school will remain unchanged in both directions, eastbound and westbound.</p> <p>This project will not increase the legal speed limit along SR 32 and the legal posted speed limit will remain at 55 mph and will remain at 45 mph within the school zone and town limits of Dover.</p> <p>In regards to the SR 32 and SR 75 intersection, INDOT is currently evaluating options to improve safety. However, the SR 32 and SR 75 intersection is outside the scope of work for this project.</p> <p>This project was planned well before the LEAP Lebanon project and the two are not dependent on or associated with each other.</p>
Jim Caldwell	<p>(Verbal Comment During Hearing)</p> <p>I'm Jim Caldwell. I'm the Fire Chief of advance for last 52 years, been dragging people off the road either dead or cutting them out of cars. And this project when they start out concerned about anytime you start construction on any highway, state Route 32, what it causes a problem. And there's going to be accidents. And I don't know how many, but it's going to be terrible. You can say all you want to, but when you start resurfacing, the traffic is going to be bad. And every time we have an accident on 32 traffics, backed up somewhere 2 to 3 miles in each direction because we can't handle the police trying to move the traffic back and forth. And have you actually addressed the county has a plan uh to increase the uh size of the county roads because of the new leap project that they're talking about right now, are they addressing that? Are they going to take care of that? Because we had an accident on 32, semis start pulling off and going in the county roads and they can't make the turns and it becomes a super disaster. So anything that happens on this road is not good, never. And like I said, 52 years have been dragging people and what Rob talked about, I was there on that scene when that little girl was in full rest. My guy saved her life. And you can't imagine what that makes me feel like.</p>	<p>INDOT is currently investigating placing additional signage on I-65 and I-74 to discourage truck traffic through SR 32 during construction.</p> <p>INDOT's project is not involved with county road improvements associated with the LEAP project.</p>
Kathy Clawson	<p>(Verbal Comment During Hearing)</p> <p>Thank you. I'm just speaking on behalf of the Boone County Surveyors office. So I have spoken with Lisa and Dylan, with RQAW, and we're just trying to make sure we get a set of plans in our office because there are regulated legal drains that you will be affecting by this project, that affect the farmers and land owners. So that's why I'm requesting to make sure that we do get a copy of your plans. Thank you. Kathy Clawson.</p>	<p>Project designer has sent a set of plans to the Boone County Surveyors Office to identify any legal drains and to determine if any impacts will occur.</p>
Vivian Norman	<p>(Verbal Comment During Hearing)</p> <p>I'm just going to reiterate a couple of things that have already been said. The speed on 32 is extreme. It's nobody goes 55. Most people don't even go 65. And so if you add a passing lane. It's just going to be increase it even more. I'm part of the project and I sit on my front porch and you don't know how many accidents, close misses, I have watched. My son, my grandson, My son, my grandson. He's my son he, anyway. The bus almost got hit by somebody going over the hill and he is. yes, he gets on off that side, but the bus with load with the kids that have just left, left Western Boone could be affected. There's so many people that don't drive 55 or 65. Everybody's impatient, so yeah. My comment. Sorry Vivian Norman.</p>	<p>The goal of this project is to reduce the time spent following behind slower moving traffic. This project provides slow moving traffic a refuge to allow faster vehicles to pass by instead of impeding traffic and creating an accident prone environment by having to immediately slow down to avoid rear end collisions.</p> <p>This project will not increase the legal speed limit along SR 32 and the legal posted speed limit will remain at 55 mph and will remain at 45 mph within the school zone and town limits of Dover.</p>

Ric Lafollette	<p>(Verbal Comment During Hearing)</p> <p>Ric Lafollette here. One thing I did not find any information in this pack on was regarding the consulting firms, the engineering firms, the construction firms, et cetera. There's no information here on how much money they've donated to Republicans so they could get this plump little project. Making money off of it. Another thing is, as I mentioned here before, are you all really that stupid to think these passing lanes are not going to cause more deaths and accidents. People are going to get those passing lanes and go through and they're not going to care about when that passing lane runs out. They're going to be running straight into oncoming traffic. We see this, like you said, we see this crap everyday out there. Those passing lanes are only going to make this worse. Lead to far more deaths. And then the other thing is one to be honest, just tell us this isn't about highway improvement, this is about preliminary work to get another Republican land grab, who wants to steal our property like they did for Lilly so they can hand it off to their fat cat corporate donors. That's all it amounts to. Few years down the road thats where we will be.</p>	<p>The goal of this project is to reduce the time spent following behind slower moving traffic. This project provides slow moving traffic a refuge to allow faster vehicles to pass by instead of impeding traffic and creating an accident prone environment by having to immediately slow down to avoid rear end collisions.</p> <p>This project will not increase the legal speed limit along SR 32 and the legal posted speed limit will remain at 55 mph and will remain at 45 mph within the school zone and town limits of Dover.</p> <p>INDOT operates under a quality based selection, which means no financial information is part of the selection of any firm associated with the project. In addition, INDOT publicly advertises to all qualified firms to ensure a fair selection process.</p> <p>In regards to what Boone County (LEAP Lebanon project area) is doing, this INDOT project is not associated with the LEAP Lebanon project and what they are proposing. This project was planned well before the LEAP Lebanon project and the two are not dependent on or associated with each other.</p> <p>All traffic control devices such as striping, advance signage, etc., will be designed in accordance with all appropriate State and Federal guidance manuals.</p>
Tim Holzhauser	<p>(Verbal Comment During Hearing)</p> <p>Hi, my name is Tim Holzhauser. Um. My cousin and I, we own property. He lives in it, right in Dover. Two houses. It would be two houses east of the intersection. As the night goes on, the traffic goes faster and faster. Instead of spending millions of dollars, multi billion dollars that this government ain't got, why don't we put in four-way red light right here in Dover? That way, everybody will know that you have to stop. They're not going to be speeding. And another thing on top of that is it's only 6 miles to 65. You got to tell me that people are that impatient, that they can't drive 50, 55 to 65 without having to pass somebody. That's 6 miles. It takes 6 minutes to get there. Are we in that big of a hurry that we can't allow ourselves 6 minutes to get to 65? The property that I own, when they take that 20 foot, it's going to be 20 foot from the front door. That's barely enough room to park a truck in the driveway. There's another house, it's right there on um, West of Dover, right there in town. Uhh. Let me get my glasses on. I just got done measuring them, 04 it's going to be 0 foot. It's going to be at the front porch. Uh 8089, he's going to have 10 foot to his front porch. That's totally unacceptable. You can't take that kind of land from people. What do we do? Kids play in the yards. I..I don't understand where this project needs to be. If you can just put stop and go four way, slows the traffic down and put a police officer out here. Four or five of them. Call the state cops, they're busy giving tickets on 65. Get them here in Dover. Slow this traffic down. Once truckers and people understand you got to go slow through Dover, they can go back on 65 and get out there and get their..get their quota of tickets. But that's me. I'm just. Thank you for your time.</p>	<p>In regards to your property and other properties mentioned, there will be no additional right-of-way needed. All work in front of these residences will consist of HMA overlay. The existing roadway footprint remains unchanged.</p> <p>In regards to the SR 32 and SR 75 intersection, INDOT is currently evaluating options to improve safety. However, the SR 32 and SR 75 intersection is outside the scope of work for this project.</p>
Kathy Green	<p>(Verbal Comment During Hearing)</p> <p>I'm Kathy green. I have farmed on 32 for 20 years and I mow uh on 32, it is the most dangerous thing to try to do, to mow a yard. You put in a passing lane and it's even going to make my life dangerous now. I watch cars throw bottles at me, trash out at me. I try to drive a semi or a piece of farm machinery on 32. I almost get hit daily. Last year in the fall, I tried to turn into the driveway and a car passed me as I was trying to turn. I almost ran over that car. Now what's the the...(inaudible) going to be when there is a passing lane that I'm going to have to deal with. I mean, this is going to be ridiculous putting those passing lanes in. Twenty years, you watch your life and it's just it's changed, and now you're going to change it even more by putting another passing lane in, and it's not right. You. It's like everybody says out here, you take your life in your own hands. All of us that live on 32 or work on 32, we know that. You guys that are doing this design stuff you're not on 32, you don't have no clue what we go through on a day-to-day basis. Near misses every single day. I drive 5 minutes to go to my work on 32, every day I almost get hit or I sit 20 minutes to get on to 32. What's it going to be like when you put those passing lanes in. It's not safe on 32. It is the most dangerous road here in Boone County, and putting these kids at risk with a passing lane for school bus drivers, I almost got hit last night and I stopped way back for that bus driver to drop off its children, and I almost got hit just waiting for that bus driver. It's not right to put these passing lanes in. It's going to make it even more dangerous, not even for us farmers, for people driving on it and for our students of Western Boone. Thank you.</p>	<p>This project provides slow moving traffic a refuge to allow faster vehicles to pass by instead of impeding traffic and creating an accident prone environment by having to immediately slow down to avoid rear end collisions.</p>
John Koehler	<p>(Email: 5-04-23)</p> <p>I've been watching the truck traffic increase on St. Rd. 32 from I 65 to I74 for many many years. My current count of trucks use on that road, both directions, per hour is 350. One day I was driving the 17 miles from I-74 to Lebanon and I counted 65 trucks in-that 20 minute drive just passing me. St Rd 32 could be I 32, with that much traffic.</p> <p>Since the trucks think they are saving time by using st rd 32 as a connector between 65 and 74 the road needs to be 4 lanes all the way.</p> <p>The passing lanes need to be extended into Montgomery Co. where the are very few safe passing lanes. Most of the trucks take the turns at 45 but they are rated for 55. Have you looked at the accidents at Montgomery County Roads 550, 625 and 1075 east? The local paper has many each week, again because of the high truck traffic. Since the light over I 74 and StRd 32 was put in the truck traffic is backed up all the way to I 65 going east.</p> <p>If you got rid of the trucks off of 32 you wouldn't need any new lanes. I know that will never happen.</p> <p>Btw US 231 south of Spencer has curved roads with 4 lanes.</p> <p>I am writing this to you because I will be out of town for the hearing.</p> <p>Please consider my note.</p> <p>Thanks,</p>	<p>Due to the scope and funding associated with the project, we can not extend the project beyond it's current limits. Therefore, we have not looked at the intersections in Montgomery County as they are not within the limits of the project. Additionally, we can not restrict the road use to non-commercial vehicles only.</p>

Jacqui Sigg (Realty Income)	<p>(Email: 5-08-2023)</p> <p>Our office is in receipt of the attached notice regarding the upcoming SR 32 Project. Realty Income owns a few properties in the area; can you please clarify the address this is intended?</p> <p>We understand that the improvements needed may impact our property. At this time are there plans available which show the proposed impacts to our property? Will any right of way be required from the site, and if so what is the timing for the acquisition?</p> <p>Please let us know whether the planned improvements in proximity to our parcel will remain solely within the existing right of way, or if the work will extend onto our property.</p> <p>Any additional information you may have with respect to the project will be appreciated.</p> <p>Thank you,</p>	<p>The plans are posted online on INDOT's Crawfordsville District webpage at the link below. The designer will coordinate with Realty Income to try and identify properties and potential impacts. Additionally, please refer to the plans included in the environmental document or online at:</p> <p>https://www.in.gov/indot/about-indot/central-office/welcome-to-the-crawfordsville-district/sr-32-auxiliary-passing-lanes/</p>
Kathy Green	<p>(Email: 5-16-23)</p> <p>I was at the meeting Thursday Night at Western Boone School Corp. Your plans will cause more accidents and or fatalities putting in Passing Lanes this is not the correct answer for State Road 32. I have worked and lived out her for over 35 years it was not as bad as it now this road is one of the most DANGEROUS ROADS IN BOONE COUNTY and you want to increase the volume of traffic and increase the speed of vehicles including Semi's with these extra lanes....</p> <p>Well it was also said in the meeting that it only takes 6 Minutes to get to Interstate 65, also it only takes under a minute to unload a Student from a School Bus Safely and its like sitting at a Red Light to follow a Farmer pulling a piece of Equipment, so who are you guys trying to protect out here the Inpatient Driver who don't want to be behind a slower moving Semi or Vehicle and or a Farmer pulling a piece of equipment are the People that have lived out her for Generations, The Farmer that has to pull a piece of Equipment or the People that mow along the 32 or our Students at Western Boone Corp and Staffing, Bus Drivers THOSE 6 MINUTES MATTER to me and everyone out here.</p> <p>If only we could get the Sherriff Department and or the State Police to write tickets and be out here on a regular basis to do so there might be some change in the traffic flow I have asked for that only to here that they pull them over and no ticket issued and I have sent pictures of cars and trucks passing in a double yellow up a hill but only to be told that they the Sherriff Officer has to be present to see it happen...</p> <p>When you do this construction project there will be more accidents during this process and doing this will disrupt Planting Season and Harvest Season for many Farmers we will be lucky to not be involved in a accident tearing up Equipment that is needed for those jobs and there is a waiting list for new Equipment its not like we can replace it in a couple of days and if you are NOT A FARMER OR A FARMER'S HIRED HAND you have no idea how important it is to get a crop out in time for growing and how to Harvest it quickly trying to beet the weather and the changing Season's....</p> <p>And if you don't live in this area have not driven State Road 32 on a regular basis are even tried to move a piece of Farm Equipment or Mow along State Road 32 then you have no idea on the danger that you will increase with Passing Lanes also funneling three lanes down to two again will increase accidents and or fatalities again this is not a solution what will be the out come if one of us that live out here is stopped to turn into our driveways and waiting for on coming traffic and you have now got the traffic from three lanes back down to two lanes and we are sitting there waiting we will be hit ,.....</p> <p>There needs to be a different route built else were from Interstate 65 to Interstate 74 and that will solve the traffic flow and make it safer for the Western Boone County Residents and most importantly our Western Boone Students that should be the primary goal not to INCREASE TRAFFIC AND SPEED ...</p> <p>With Regards,</p>	<p>This project will not be increasing the volume of traffic or speed on SR 32. The goal of this project is to reduce the time spent following behind slower moving traffic. This project provides slow moving traffic a refuge to allow faster vehicles to pass by instead of impeding traffic and creating an accident prone environment by having to immediately slow down to avoid rear end collisions. This project will not increase the legal speed limit along SR 32 and the legal posted speed limit will remain at 55 mph and will remain at 45 mph within the school zone and town limits of Dover.</p> <p>A new route from I-65 to I-74 to reduce traffic along SR 32 was not investigated as part of this project and is outside the scope of work.</p> <p>Lastly, access to all properties will be maintained during construction and while there may be delays for motorists, residents, and farmers, construction activities will be temporary.</p>
Timothy Holzhauer Sherri Holzhauer Randy Howard	<p>(Email and USPS: 5-24-23)</p> <p>In regards to 7955 W State Rd 32, Lebanon, IN, located at the second property southeast of 75. You have informed us that you will be taking half of our property from the house front to the State Rd 32; which puts the road 20 feet from my front door. As a result, this is very dangerous to enter or exit my property. I also have grandkids that play outside which is an endangerment to my grandchildren. Yes, I am a responsible grandparent, I do not allow them to play in the road. But if a vehicle runs off the road, as it did to my neighbor's property, they could be killed.</p> <p>If you plan to purchase my property for this project, I need to know soon. Therefore, I need to arrange another residence and stop the remodel that I am planning on now. The residents affected; as well as, the School Representative and the Gas Station, feel this would be a very dangerous change. We feel that this will only allow drivers/semi-trucks to go faster past our properties. Take a look at the property on the northwest side of 75 across from the Gas Station. What happened? It appears a car ran into the house, which is presently very close to the road. Also, consider how dangerous the intersection is without a light for the Church behind our property.</p> <p>We feel that a 4-way stop light would be more effective to slow the traffic down. As well as, employ the traffic control police to watch and monitor this area of the traffic lights for awhile. This proposal is much more cost effective that \$16.5 million of our tax money.</p> <p>Please consider our proposal.</p>	<p>In regards to your property at: 7955 W. State Rd 32, only an HMA overlay will occur in this area. The existing roadway footprint will remain unchanged and no right-of-way will be needed from your property.</p> <p>In regards to the SR 32 and SR 75 intersection, INDOT is currently evaluating options to improve safety. However, the SR 32 and SR 75 intersection is outside the scope of work for this project.</p>
Rob Ramey	<p>(Email: 5-26-23)</p> <p>In addition to the comments that I made on May 11th, I would like to go on record with the following:</p> <p>If growth does occur with the corporation's boundaries, our current entrance/parking lot will not be able to adequately meet the needs of increased traffic from a greater number of students. As a result, we will need to add an entrance to the east. A passing lane in front of the school would be a huge safety risk and ultimately prevent a project of this nature from being completed.</p>	<p>If an additional entrance would be required for a future date, a traffic study would be needed to confirm the need for left or right turn lanes. However, the added passing lane would be on the opposite side of the road from the school and would provide an opportunity for a dedicated eastbound left turn lane into the school if the study showed a need.</p>

Categorical Exclusion
Appendix H
Air Quality

Indiana Department of Transportation (INDOT)
 State Preservation and Local Initiated Projects FY 2022 - 2026

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2022	2023	2024	2025	2026
Indiana Department of Transportation	42253 / 1800060	Init.	SR 32	Auxiliary Lanes, Passing	from 3.69 mi W of SR 75 to 2.47 mi W of I-65	Crawfordsville	8.28	STBG	\$16,044,564.00	Mobility Construction	CN	\$6,336,493.60	\$1,584,123.40			\$7,920,617.00		
										Mobility ROW	RW	\$200,000.00	\$50,000.00		\$250,000.00			
										Road Construction	CN	\$4,261,517.60	\$1,065,379.40			\$5,326,897.00		
Performance Measure Impacted: Reliability and Freight Reliability																		
Comments: Include DES 1900361, 1800060																		
Indiana Department of Transportation	42255 / 1900313	Init.	SR 47	Small Structure Replacement	over Buntin Ditch, 1.08 mi N of SR 39	Crawfordsville	0	STBG	\$804,166.00	Bridge ROW	RW	\$4,000.00	\$1,000.00			\$5,000.00		
										Bridge Construction	CN	\$528,852.80	\$132,213.20			\$661,066.00		
Performance Measure Impacted: Bridge Condition																		
Comments: Include DES 1900313																		
Indiana Department of Transportation	42923 / 2000111	Init.	SR 32	Bridge Thin Deck Overlay	1.55 mi E of SR 39, over Prairie Creek	Crawfordsville	0	STBG	\$1,131,533.00	Bridge Construction	CN	\$816,906.40	\$204,226.60		\$1,021,133.00			
										Performance Measure Impacted: Bridge Condition								
Comments: Include DES 1800654, 1800662, 2000112, 2000118, 2000111																		
Indiana Department of Transportation	42945 / 2000387	Init.	SR 47	Bridge Deck Overlay	0.48 mi N of SR 75, over Prairie Creek	Crawfordsville	0	STBG	\$2,702,468.00	Bridge Construction	CN	\$1,751,414.40	\$437,853.60			\$2,189,268.00		
										Bridge Consulting	PE	\$16,000.00	\$4,000.00	\$20,000.00				
Performance Measure Impacted: Bridge Condition																		
Comments: Include DES 2000625, 2000636, 2000660, 2000387																		
Indiana Department of Transportation	43010 / 2000160	Init.	I 65	Interchange Modification	I-65 and Lafayette Ave. SB exit ramp 1.25 mi N of SR 32 interchange; 0.60 mi S of US 52	Crawfordsville	.4	NHPP	\$10,236,000.00	Mobility Consulting	PE	\$13,500.00	\$1,500.00	\$15,000.00				
										Mobility ROW	RW	\$22,500.00	\$2,500.00	\$25,000.00				
										Mobility Construction	CN	\$8,100,000.00	\$900,000.00	\$9,000,000.00				
Performance Measure Impacted: Safety																		
Comments: Include DES 2101302, 2000160																		
Indiana Department of Transportation	43021 / 1902651	Init.	I 65	Rest Area Modernization	Lebanon Rest Areas - Truck Parking Conversion	Crawfordsville	1.01	NHPP	\$9,009,871.00	Statewide Consulting	PE	\$728,325.00	\$80,925.00	\$809,250.00				
										Statewide Construction	CN	\$7,283,250.00	\$809,250.00		\$8,092,500.00			
Performance Measure Impacted: Reliability and Freight Reliability																		
Comments: Include DES 1902651																		

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

Categorical Exclusion
Appendix I
Additional Studies

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated March 2022)

ProjectNumber	SubProjectCode	County	Property
1800485	1800485	Boone	Nancy Burton Park
1800520	1800520	Boone	Zion Park
1800573	1800573	Boone	Heritage Trail Park
1800604	1800604	Boone	Overly-Worman Park
1800607	1800607	Boone	Anson Park

*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with IDNR, Division of Outdoor Recreation, should occur.

Environmental Justice Analysis

Analysis of Two Census Tracts in Boone County, Indiana

		COC	AC1	AC2
		Boone County, Indiana	Census Tract 8102, Boone County, Indiana	Census Tract 8103, Boone County, Indiana
LOW-INCOME				
B17001001	Population for whom poverty status is determined: Total	64,662	3,801	5,951
B17001002	Population for whom poverty status is determined: Income in past 12 months below poverty level	3,848	204	509
Percent Low-income		6.0%	5.4%	8.6%
125 Percent of COC		7.4%	AC ≤ 125% COC	AC ≤ 125% COC
Potential Low-income EJ Impact?			No	Yes
MINORITY				
B03002001	Total population: Total	65544	3807	6289
B03002002	Total population: Not Hispanic or Latino	63578	3787	6115
B03002003	Total population: Not Hispanic or Latino; White alone	59387	3756	5961
B03002004	Total population: Not Hispanic or Latino; Black or African American alone	1137	0	41
B03002005	Total population: Not Hispanic or Latino; American Indian and Alaska Native alone	140	0	5
B03002006	Total population: Not Hispanic or Latino; Asian alone	1943	21	0
B03002007	Total population: Not Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	0	0	0
B03002008	Total population: Not Hispanic or Latino; Some other race alone	60	10	0
B03002009	Total population: Not Hispanic or Latino; Two or more races	911	0	108
B03002010	Total population: Hispanic or Latino	1966	20	174
B03002011	Total population: Hispanic or Latino; White alone	1450	6	131
B03002012	Total population: Hispanic or Latino; Black or African American alone	0	0	0
B03002013	Total population: Hispanic or Latino; American Indian and Alaska Native alone	0	0	0
B03002014	Total population: Hispanic or Latino; Asian alone	0	0	0
B03002015	Total population: Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	0	0	0
B03002016	Total population: Hispanic or Latino; Some other race alone	302	7	43
B03002017	Total population: Hispanic or Latino; Two or more races	214	7	0
Number Non-white/minority (B03002001-B03002003)		6,157	51	328
Percent Non-white/Minority		9.4%	1.3%	5.2%
125 Percent of COC		11.7%	AC ≤ 125% COC	AC ≤ 125% COC
Potential Minority EJ Impact?			No	No

1 Results CLOSE DOWNLOAD
DOWNLOAD SELECTED (0)

Total: **Estimate** in **1 Geos** in **2019**

Survey/Program: American Community Survey

Product: 2019: ACS 5-Year Estimates Detailed Tables

CUSTOMIZE MAP

Geographies: County

SELECTION MAP

Select Clear Geos Table Notes

HISPANIC OR LATINO ORIGIN BY RACE

Survey/Program: American Community Survey
 Years: 2019, 2018, 2017, 2016, 2015, 2014, 2013, 2012, 2011, 2010
 Table: B03002



Accessibility
 Information Quality
 FOIA
 Data Protection and Privacy Policy
 U.S. Department of Commerce
 Release Notes

Send Feedback People, Places and Economy
 cedsci.feedback@cedsci.gov Lead Des No. 1800060

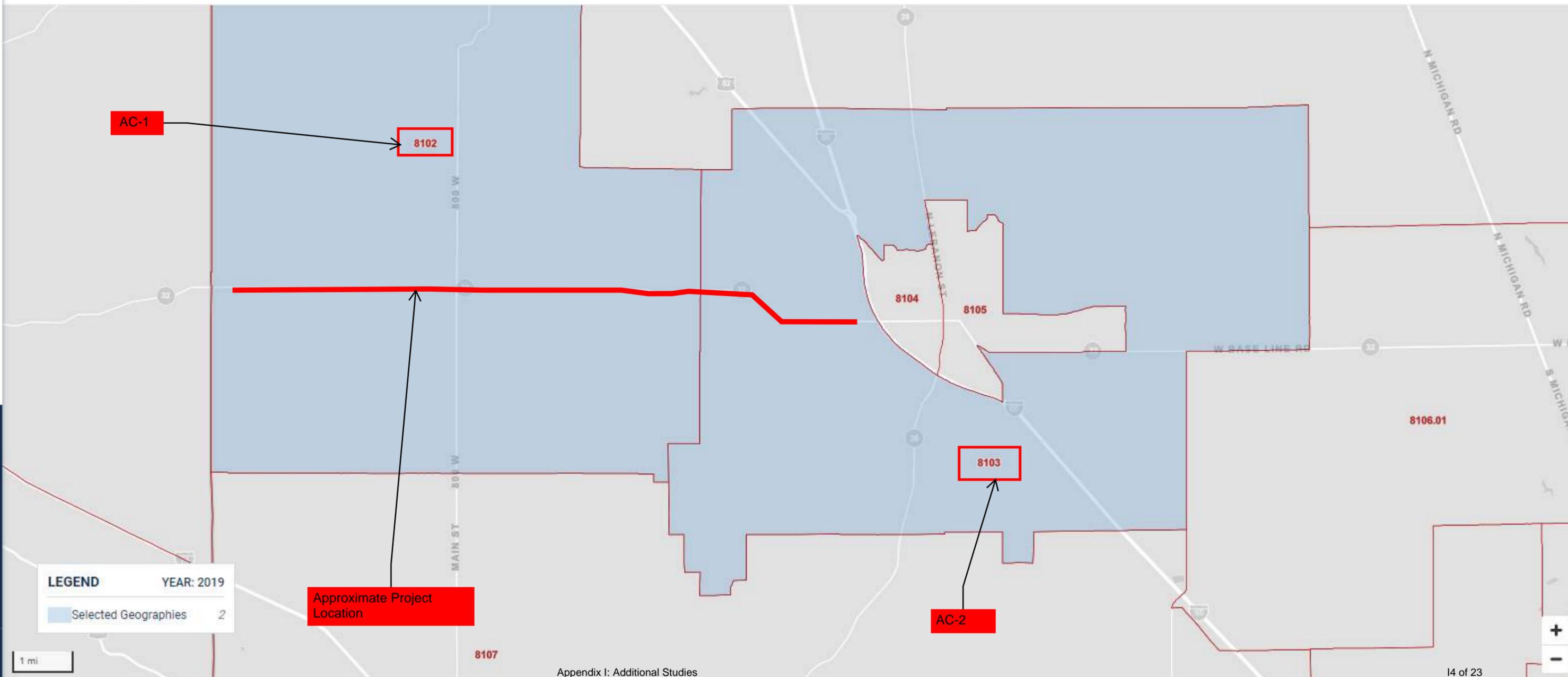
SELECTION MAP

HISPANIC OR LATINO ORIGIN BY RACE
Survey/Program: American Community Survey
Years: 2019, 2018, 2017, 2016, 2015, 2014, 2013, 2012, 2011, 2010
Table: B03002

- Accessibility
- Information Quality
- FOIA
- Data Protection and Privacy Policy
- U.S. Department of Commerce
- Release Notes

CENSUS TRACT SELECTION MAP
Geographies: Census Tract Year: 2019

Select Clear Geos Table Notes



COC

AC-1

AC-2

	Boone County, Indiana		Census Tract 8102, Boone County, Indiana		Census Tract 8103, Boone County, Indiana	
Label	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total:	64,662	±199	3,801	±242	5,951	±350
Income in the past 12 months below poverty level:	3,848	±759	204	±110	509	±258
Male:	1,607	±373	85	±62	175	±115
Under 5 years	105	±70	8	±13	17	±27
5 years	0	±28	0	±12	0	±17
6 to 11 years	264	±115	17	±18	27	±42
12 to 14 years	124	±79	17	±18	0	±17
15 years	40	±38	0	±12	0	±17
16 and 17 years	18	±22	3	±5	0	±17
18 to 24 years	255	±172	12	±20	20	±35
25 to 34 years	198	±76	13	±16	26	±34
35 to 44 years	183	±118	3	±6	23	±37
45 to 54 years	132	±80	6	±9	4	±9
55 to 64 years	173	±83	0	±12	18	±26
65 to 74 years	46	±36	0	±12	18	±20
75 years and over	69	±42	6	±7	22	±28
Female:	2,241	±467	119	±59	334	±164
Under 5 years	134	±89	4	±7	25	±37
5 years	18	±19	0	±12	0	±17
6 to 11 years	134	±85	0	±12	34	±54
12 to 14 years	81	±48	0	±12	0	±17
15 years	22	±36	0	±12	22	±36
16 and 17 years	114	±77	0	±12	0	±17
18 to 24 years	360	±150	19	±22	60	±67
25 to 34 years	323	±136	29	±26	58	±65
35 to 44 years	434	±211	20	±18	34	±39
45 to 54 years	197	±88	17	±17	25	±26
55 to 64 years	223	±89	24	±25	38	±38
65 to 74 years	92	±49	3	±5	11	±16
75 years and over	109	±62	3	±4	27	±31
Income in the past 12 months at or above poverty level:	60,814	±811	3,597	±255	5,442	±406
Male:	30,443	±434	1,854	±173	2,595	±271
Under 5 years	2,036	±124	104	±49	206	±146
5 years	504	±158	61	±47	87	±79
6 to 11 years	2,931	±280	138	±65	140	±101
12 to 14 years	1,417	±232	72	±56	84	±72
15 years	515	±131	25	±22	47	±45
16 and 17 years	955	±122	68	±58	106	±89
18 to 24 years	2,260	±199	144	±63	195	±95
25 to 34 years	3,493	±146	161	±55	188	±88
35 to 44 years	4,178	±194	243	±58	310	±73
45 to 54 years	4,647	±164	248	±67	442	±118
55 to 64 years	3,950	±95	291	±52	453	±126
65 to 74 years	2,314	±54	203	±64	166	±76
75 years and over	1,243	±57	96	±36	171	±73
Female:	30,371	±517	1,743	±148	2,847	±274
Under 5 years	1,868	±157	74	±48	70	±65
5 years	475	±144	28	±24	46	±50
6 to 11 years	2,532	±262	82	±50	182	±91
12 to 14 years	1,504	±265	72	±53	127	±67
15 years	418	±111	39	±27	20	±32
16 and 17 years	863	±122	72	±44	30	±35
18 to 24 years	1,955	±151	152	±57	264	±159
25 to 34 years	3,565	±163	157	±58	227	±96
35 to 44 years	4,172	±216	243	±58	327	±106
45 to 54 years	4,715	±188	253	±56	364	±134
55 to 64 years	4,056	±114	270	±79	518	±125
65 to 74 years	2,534	±69	166	±47	507	±109
75 years and over	1,714	±117	135	±62	165	±89

COC

AC-1

AC-2

	Boone County, Indiana		Census Tract 8102, Boone County, Indiana		Census Tract 8103, Boone County, Indiana	
Label	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total:	65,544	*****	3,807	±242	6,289	±356
Not Hispanic or Latino:	63,578	*****	3,787	±239	6,115	±362
White alone	59,387	±45	3,756	±240	5,961	±361
Black or African American alone	1,137	±186	0	±12	41	±34
American Indian and Alaska Native alone	140	±80	0	±12	5	±11
Asian alone	1,943	±169	21	±24	0	±17
Native Hawaiian and Other Pacific Islander alone	0	±28	0	±12	0	±17
Some other race alone	60	±45	10	±15	0	±17
Two or more races:	911	±251	0	±12	108	±75
Two races including Some other race	36	±53	0	±12	0	±17
Two races excluding Some other race, and three or more races	875	±247	0	±12	108	±75
Hispanic or Latino:	1,966	*****	20	±19	174	±154
White alone	1,450	±246	6	±9	131	±140
Black or African American alone	0	±28	0	±12	0	±17
American Indian and Alaska Native alone	0	±28	0	±12	0	±17
Asian alone	0	±28	0	±12	0	±17
Native Hawaiian and Other Pacific Islander alone	0	±28	0	±12	0	±17
Some other race alone	302	±177	7	±13	43	±51
Two or more races:	214	±155	7	±10	0	±17
Two races including Some other race	128	±130	4	±7	0	±17
Two races excluding Some other race, and three or more races	86	±80	3	±6	0	±17

Harlan Ford

From: Fair, Terri <TFair@indot.IN.gov>
Sent: Monday, March 28, 2022 4:37 PM
To: Harlan Ford
Cc: Bales, Ronald
Subject: [EXT] FW: [EXT] FW: Review Request for Environmental Justice Analysis for Des No's 1800060 & 1900361
Attachments: EJ Analysis in CE text.pdf

****** Please use caution this is an externally originating email. ******

Do not click on links or open attachments unless you recognize the sender and know the contents is safe.

INDOT-Environmental Services Division (ESD) has reviewed the project information along with the Environmental Justice (EJ) Analysis for the above referenced project. With the information provided, the project may require right-of-way, require no relocations, and would not disrupt community cohesion or create a physical barrier. With the information provided, INDOT-ESD would not consider the impacts associated with this project as causing a disproportionately high and adverse effect on minority and/or low-income populations of EJ concern relative to non EJ populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a. No further EJ Analysis is required.

Abbreviated Engineer's Assessment
SR 32 Passing Lane/Minor Structural Overlay
From 3.69 mi W of SR 75 to 0.5 W of I-65
Des. No. 1800060 and Des. No. 1900361
December 8, 2020

Prepared for:
Crawfordsville District of INDOT
Crawfordsville, Indiana

Prepared by:



8770 North St, Ste 110
Fishers, IN 46038

PURPOSE OF REPORT

The purpose of this report is to document the engineering assessment phase of project development, including all coordination that has been completed in preparation for this road project. This document outlines the proposal and is intended to serve as a guide for subsequent survey, design, environmental, right of way and other project activities leading to construction. The preferred alternative identified in this document is considered predecisional, pending the outcome of environmental studies.

PROJECT LOCATION

The HMA Minor Structural Overlay part of this project is located on SR 32 starting at RP 52+38, 0.05 miles west of the SR 75 junction and goes to RP 59+00, 0.5 miles west of I-65. It is further described as being S26, T19N, R2W; S25, T19N, R2W; S30, T19N, R1W; S29, T19N, R1W; S28, T19N, R1W; S33, T19N, R1W; S34, T19N, R1W; and S35, T19, R1W; in Jefferson Township in Boone County. The coordinates of the HMA Minor Structural Overlay are Latitude: 40° 03' 15.81" and Longitude: -86° 37' 14.51" and ends at Latitude: 40° 02' 47.77" and Longitude: -86° 29' 56.80".

The added passing lanes part of this project is located on SR 32 starting at RP 48+74, 3.69 miles west of SR 75 and goes to RP 57+05 2.47 miles west of I-65. It is further described as being in S30, T19N, R2W; S29, T19N, R2W; S28, T19N, R2W; S27, T19N, R2W; S26, T19N, R2W; S25, T19N, R2W; S30, T19N, R1W; S29, T19N, R1W; and S28, T19N, R1W; in Jefferson Township in Boone County, Indiana. The coordinates of the start of the added travel lanes are Latitude: 40° 03' 17" and Longitude: -86° 41' 27" and end at Latitude: 40° 03' 14" and Longitude: -86° 31' 50".

PROJECT NEED AND PURPOSE

The purpose of this project is to keep the minimum level of service of C through the 2044 projected traffic volumes. Additionally, the purpose of the project is to reduce the percent time following.

Currently, SR 32 between Shannondale and Lebanon is about 8.5 miles long and averages approximately 32% no passing zones. It is a major truck route connecting I-74 to I-65. It typically sees 8,770 AADT. The percent time spent following ranges from 57% to 66% and is projected to increase to 67% to 75% in 20 years. If nothing is done to this roadway, it is expected that the roadway LOS will drop from a C to a D by 2044.

The purpose of the pavement treatment portion of the project is to address the pavement condition of the mainline and shoulders. The treatment should seal the pavement against water infiltration, improve surface smoothness, and reduce structural and functional crack density to a like new condition.

During a field investigation of the site, rutting was observed in both wheel paths of the existing pavement section between RP 48+74 and RP 57+05. Also, there is a large amount of longitudinal cracking with crack sealant. The crack sealant will temporarily reduce water infiltration. However, if water is able to penetrate the crack sealant, it can cause substantial damage to the pavement structural.

EXISTING FACILITY

The following data of the existing pavement attributes only apply to the existing facility unless specified. Certain data for the passing lanes aren't available because the passing lanes currently do not exist.

A. Roadway Classification

1. Pavement Section ID: 1939
2. RP
 - a. Minor Structural Overlay: from RP 52+38 to RP 59+00
 - b. Added Passing Lanes: from RP 48+74 to RP 57+05
3. Project Length: 6.62 miles
4. Number of Through Lanes:
 - a. Minor Structural Overlay: 2
 - b. Added Passing Lanes: 2
5. Number of Lane Miles
 - a. Minor Structural Overlay: 17.29
 - b. Added Passing Lanes: 9
6. Pavement Area
 - a. Minor Structural Overlay: 121,720 SYS
 - b. Added Passing Lanes: 84,480 SYS
7. Pavement Type: HMA
8. County: Boone
9. Subdistrict: Frankfort/Crawfordsville

B. Roadway Classification

10. Functional Class – Rural Minor Arterial
11. On NHS Route? No
12. On NTN Route? Yes
13. Number of Large Culverts: 4
 - a. Passing Lanes (Addressed with Project)
 - i. 1
 - b. Minor Structural Overlay (Coordinated with District)
 - i. 3
14. Number of Small Culverts: 28
 - a. Passing Lanes (Addressed with Project)
 - i. 15
 - b. Minor Structural Overlay (Coordinated with District)
 - i. 13
15. Design Speed – 55 mph
16. Terrain – Level
17. Access Control – None
18. Travel Lane Width – 12 ft Existing
19. Shoulder Width – 3 ft paved

C. Pavement History

20. The last overlay was performed in 2006. Based on existing plans database, the last known full depth construction was performed in 1960.

D. Condition Data:

21. Data year: 2017
22. Functional Cracking: 79%
23. Structural Cracking: 5%
24. Average Rut: 0.28 inches
25. Average IRI: 73 in/mile

TRAFFIC DATA

The traffic data was derived from the Traffic Count Database System with the most recent count down in 2020. A growth rate of 0.66 percent was chosen for this part of the county as it retains large tracts of agricultural land in production and limited housing stock and no nearby subdivisions. Projection of the traffic count is as follows:

TRAFFIC DATA			
A.A.D.T	(2020)	9,349	V.P.D.
A.A.D.T	(2044)	10,825	V.P.D.
D.H.V	(2044)	987	V.P.H.
DIRECTIONAL DISTRIBUTION		49.0	%
TRUCKS		23.22	% AADT
		16.20	% DHV

DESIGN CRITERIA

E. Passing Lanes

Functional Classification	Rural Minor Arterial
Design Classification	Rehabilitation (Non-Freeway)
Design Speed	55 mph
Cross Sectional Elements:	
Lane Width	12 ft (required)
Shoulder Width	8 ft usable (3 ft paved)
Obstruction Free Zone	20 ft
IDM Reference Table	55-3A

F. Minor Structural Overlay

Functional Classification	Rural Minor Arterial
Design Classification	Partial 3R (Non-Freeway)
Design Speed	55 mph
Cross Sectional Elements:	
Lane Width	12 ft (required)
Shoulder Width	3 ft paved
Obstruction Free Zone	20 ft
IDM Reference Table	56-4A, 56-4E, 56-4F

IDENTIFICATION OF PROPOSAL

The HMA minor structural overlay project will be located on SR 32, from 0.05 mi W of SR 75 to 0.5 mi W of I-65 and the added passing lanes project will be located on SR 32 from 3.69 mi W of SR 75 to 2.47 mi W of I-65. The roadway design classification is Rural Minor Arterial. The proposed improvements will involve 6.62 miles of mill and resurface and approximately 4 miles of added passing lanes.

The extents of the passing lanes east of SR 75 were agreed upon by INDOT and the consultant traffic engineer. However, the extents of the 2 passing lanes west of SR 75 differed. Due to this, INDOT has agreed for the consultant traffic engineer to perform a crash analysis to determine the exact location of these passing lanes.

This project will perpetuate existing drainage where possible. There are several locations where the ditches are no longer defined. Proposed ditches will be developed in these areas during the design process. Also, new ditches will be established in the passing lane areas.

No-action (or no build) and Added Passing Lanes/HMA Minor Structural Overlay were the two alternatives considered for this project. The no-action alternative would not disrupt the facility and would require no additional cost to maintain continued use but does not address the deficiencies present in the pavement and traffic flow. The no-action alternative is not recommended.

The recommended alternative is to overlay the existing pavement and add passing lanes. The existing facilities are projected to have a poor Level of Service. Overlaying the existing facilities and adding travel lanes will address the pavement condition of the mainline and shoulders as well as improve the level of service on a major truck route.

The proposed cross section will be two 12-foot travel lanes with 3-foot paved shoulders. The added passing lane will be 12-foot with a 3-foot paved shoulder. All mailbox approaches will be built in accordance to the INDOT Standard Drawings.

It is anticipated that utilities will need to relocate their facilities and the design engineer shall coordinate early in the project development with the utility companies and the INDOT Utility Manager.

TRAFFIC MAINTENANCE DURING CONSTRUCTION

The maintenance of traffic plan for the added passing lanes will be phased construction to limit the impact to commuters during the passing lane construction. Barrier wall will be utilized to protect the traveling public, as well as, provide worker safety. During the design phase, it will be determined if the existing shoulders will be needed to shift traffic. If so, shoulder strengthening will be implemented into the design.

Once the passing lanes are complete, the minor structural overlay can be constructed with a flagging operation. The length of the construction zone will be analyzed during the design process to reduce the impacts to the traveling motorists.

ENVIRONMENTAL IMPACTS & PERMITS

A Categorical Exclusion Level 2 (CE-2) or Level 4 (CE-4) document is anticipated for this type of project. An in-depth Red Flag Investigation and review of the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet should be completed for the project due to the presence of multiple hazardous material sites mapped along the project corridor.

A preliminary survey identified no above-ground resources listed in the National Register and no resources likely eligible for listing in the National Register. The two “Outstanding” resources identified in the Boone County Interim Report near the project area have been demolished. It is anticipated that the project will fall under the Minor Projects Programmatic Agreement for Section 106, pending the findings of a necessary archaeology survey. Furthermore, two cemeteries were identified adjacent to the project area. Cemetery development plans are anticipated for any work beyond the existing pavement and within 100 feet of a cemetery.

An IDEM Rule 5 permit will be required since land disturbance activities are expected to exceed one acre. U.S. Army Corps of Engineers (USACE) Section 404 and IDEM Section 401 water quality permits will be required for any impacts to water resources.

RIGHT-OF-WAY IMPACTS

Permanent and temporary right-of-way will be required for this project as the existing right of way is at the centerline of pavement. It is anticipated that 85 parcels will be

impacted. It is also anticipated that there will be more than 0.5 acres of permanent right-of-way required for the project.

RAILROAD IMPACTS

There are no railroad impacts anticipated for this project.

UTILITY IMPACTS

An 811 ticket was ran and it was found that Advance Municipal Utilities; AFN WYERD (Boone/Formerly Atlantic Engineering); AT&T; Boone County REMC; Comcast Cable; Enterprise Products Operating, LLC; Frontier; Lebanon Utilities; Metronet Fibernet, LLC; Vectren; and Windstream are located near the project. It is anticipated that there will be utility impacts due to the magnitude of the project. More details regarding impacts and reimbursables will be determined during the design process.

COST ESTIMATE

The preliminary construction cost is approximately \$10,564,800. This includes a 30% contingency.

PHASE COST EST

Preliminary Engineering	\$1,785,715
R/R Coord.	\$0
Utility Costs	*\$195,000
R/W Services	\$687,475
Land Cost	*\$1,275,000
Construction Cost	\$8,126,800
Contingencies	\$2,438,000
Total	\$14,507,990

* this value may change during the design process

CONCURRENCE

Prepared by:

R. Dylan Sievers

Dylan Sievers, PE
RQAW Corporation

12/8/2020

Date

Reviewed By:

Asset Engineer Review

Vanessa McCauley

Vanessa Mccauley
Pavement Asset Engineer

12/21/2020

Date

Recommend:

APPROVAL DISAPPROVAL

Reviewed By:

Scope Manager Review

Michael Eubank

Mike Eubank
Scope Manager

12/21/2020

Date

Recommend:

APPROVAL DISAPPROVAL

Reviewed By:

SAM Review

Michael Eubank For Scott Chandler

Scott J. Chandler
System Asset Manager

12/21/2020

Date

Recommend:

APPROVAL/DISAPPROVAL

**ADDENDUM No. 1
TO THE ENGINEER’S REPORT**

Project Number: 1800060 (Lead)
Route / Feature Crossed: SR 32
Project Location: From 3.69 miles West of SR 75 to 0.5 miles West of I-65 in Boone County
Date: February 8, 2023

ADDENDUM JUSTIFICATION:

The scope of work of this project has been reduced due to potential alterations to SR 32 to accommodate planned economic development near Lebanon.

REVISION TO ORIGINAL SCOPE DOCUMENT:

The Engineer’s Report is being revised as follows:

Project Location

The limits have been reduced for the added passing lanes portion of this project located on SR 32. The Westbound passing lane located west of CR 325 from Sta. 203+40 to Sta. 265+60 has been removed from the project. The new project limits start at RP 48+74, 3.69 miles west of SR 75 and goes to RP 55+26 2.83 miles east of SR 75. It is further described as being in S30, T19N, R2W; S29, T19N, R2W; S28, T19N, R2W; S27, T19N, R2W; S26, T19N, R2W; S25, T19N, R2W; in Jefferson Township in Boone County, Indiana. The coordinates of the start of the added travel lanes are Latitude: 40° 03’ 17” and Longitude: -86° 41’ 27” and end at Latitude: 40° 03’ 15” and Longitude: -86° 35’ 35”.

Existing Facility

The following data of the existing pavement attributes only apply to the existing facility unless specified. Certain data for the passing lanes aren’t available because the passing lanes currently do not exist.

A. Roadway Classification

- 1. Pavement Section ID: 1939
- 2. RP
 - b. Added Passing Lanes: from RP 48+74 to RP 55+26
- 3. Project Length: 6.62 miles
- 4. Number of Through Lanes:
 - b. Added Passing Lanes: 2
- 5. Number of Lane Miles
 - b. Added Passing Lanes: 6
- 6. Pavement Area
 - b. Added Passing Lanes: 77,440 SYS

Please note that these limits are for the HMA overlay limits, which overlap with one passing lane east of SR 75.
The net project length with the two passing lanes west of SR 75 is 8.66 miles.

B. Roadway Classification

- 14. Number of Small Culverts: 28

Typo.
Should be 26

a. Passing Lanes (Addressed with Project)

i. 13 ←

Typo.
Should be 11

b. Minor Structural Overlay (Coordinated with District)

i. 15

Typo.
Should be 1.41 mi. E of SR 75

Identification of Proposal

The HMA minor structural overlay project, Des. No. 1900361 will be located on SR 32, from 0.05 mi W of SR 75 to 0.5 mi W of I-65 and will not be changed by this addendum. The added passing lanes project will be located on SR 32 from 3.69 mi W of SR 75 to 2.83 mi E of SR 75. The roadway design classification is Rural Minor Arterial. The proposed improvements will involve 6.62 miles of mill and resurface and approximately 3 miles of added passing lanes. Two small structures will be removed from the scope with this addendum. The small structures are CV-32-006-56.85 (Des. No. 2201195) and CV-32-006-57.14 (Des. No. 2201196).

Attach any documents that support the addendum (pavement design memo, etc).

The questions below must remain; remove statements below questions that are not required.

Does the revision change the project’s Purpose & Need statement? Yes No

Does the revision change the project’s recommended alternative? Yes No

Does the revision change the project’s cost estimate? Yes No

<i>Estimated Total Project Costs</i>	<i>Revised Amount</i>	<i>Original Amount</i>
Right of Way Purchase	\$720,000	\$1,275,000
Right of Way Services	\$388,220	\$687,475
Preliminary Engineering	\$1,692,100	\$1,692,100
Railroad PE	\$0	\$0
Railroad CN	\$0	\$0
Utilities PE (UT1)	\$0	\$0
Utilities CE (UT2)	\$195,000	\$195,000
Construction Total:	\$10,569,100	\$10,564,800
Construction Engineering (CE)	\$0	\$0
Other Considerations	\$0	\$0
TOTAL:	\$10,096,620	\$11,976,375

The reduction in scope of the passing lane amounted to a cost reduction of \$1,025,500. However, several existing pipes in the project had to be increased to small structures for hydraulic reasons. The cost associated with the increase of the small structures is \$1,029,800. The net change is cost is \$4,300.

Does the revision change the project’s environmental impacts? Yes No

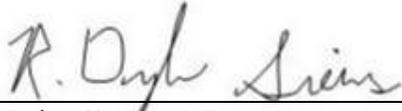
Does the revision require additional Right-of-Way? Yes No

Does the revision change the project's schedule (design or construction)? Yes No

Does the revision require additional coordination with utility companies? Yes No

ADDENDUM CONCURRENCE

This document was prepared by:



February 8, 2023

Dylan Sievers, P.E.
RQAW Project Manager

Reviewed by:



03/16/2023
[Date]

Karen Arnold
Project Manager, Crawfordsville District

Reviewed by:



3/17/2023
[Date]

Vanessa McCauley, PE
Pavement Asset Engineer, Crawfordsville District

Reviewed by:



[Date] 3/17/2023

Mike Eubank, PE
System Asset Manager, Crawfordsville District

Call Application Report Project (Mini Scope)

FORM VERSION: 11/7/2014 FORM VERSION BY: Andrew Fitzgerald, PTOE, PE

Date:	10/18/2021	District:	CRAWFORDSVILLE	SCORE:
DES:		Sub-District:	Frankfort	
Proposed FY:	2024	Asset Group:	SAFETY	
Work Type:	Access Control	Work Category:	Central Office Safety Project	

Project Location

Route:	SR 32	City/Town:	Dover	County 1	Boone	County 2			
RP Start:	52+42	Latitude Start:	40.054372	Longitude Start:	-86.619763				
RP End:		Latitude End:		Longitude End:					
AADT FY:	2020	AADT:	6,581	% Trucks:	25.0%				
Length:		# Lanes:		Lane Mi:					
Func. Class:	Minor Arterial	Area:	No	NHS:	No				
Str. #	N/A	NBI #:	N/A	Bridge / Culvert: Length (FT) / Width (FT):	N/A	Bridge Area (SFT):	N/A	Year Built:	N/A

Location Description: at SR 75 (Dover)

SEE IT: WHAT IS THE CURRENT AND PROJECTED CONDITION AND WHY IS THIS A PROBLEM (FOCUS ON THE PROBLEM):

SR 32 is a minor arterial and SR 75 is a major collector. There is a gas station on the southwest corner of this intersection with very little access control. It currently has continuous access for ingress and egress. This can cause confusion for drivers entering and exiting the gas station, and it creates conflicts for motorist accessing SR 32 from SR 75. Adding curbing to define an entrance farther away from SR 75 will shift exiting traffic so they do not impede drivers from the public approaches.

INSERT ONE OR TWO PICTURES OF PRIMARY PROBLEM:



DATE AND TYPE OF LAST MAJOR TREATMENT:				DATE:		
PROJECT CONDITION RATINGS:		LOS:	Crash Rate:		Icc:	
Wearing Surface:	NA	Deck:	NA	Bridge/Culvert Super:	NA	Substructure (Bridge/ Culvert):
Type I Culverts/ pipes:	NA	Bridge Scour:	NA	Bridge Paint:	NA	Culvert
IRI:	N/A	PCR:	N/A	RUT:	N/A	Friction #:
					NA	Other:
					NA	

INTENT/ PURPOSE OF PROJECT (INITIAL STATEMENT OF ESSENTIAL PROJECT PURPOSE:

The need for the SR 32 access control project is to delineate where drivers can enter and exit the gas station without impeding on other drivers from public approaches. The gas station does not have a designated entrance or exit in their current state. The proposal for the SR 32 access is for a curbed concrete island to be constructed to create an entrance/exit at the gas station. The purpose is to guide drivers to their designated location without interfering with the turning movements at the public road approaches.

Completed FULL SCOPE:	NA	KPI Delta:		KPI UNIT:	
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OWN IT: Alternatives

PRELIMINARY ALTERNATIVES THAT ARE CONTEMPLATED (ANALYSED) WITH COSTS:

1. See attached sketch of recommended alternative for the SR 32 entrance near SR 75. Remove existing concrete pavement from 80' West of SR 75 to 40' West of SR 75 and install raised concrete island connecting to the existing southwest corner island. The width of the island should go from the edge of the gas station's concrete entrance to approximately the end of INDOT's R/W

(approximately 6'). The height of the concrete island will be 6", Type D. Secondary consideration is placing concrete island on top of existing concrete pavement and anchoring in to the pavement. The utility company will need to remove and relocate the utility pole that is 120' west of the center of SR 75. \$26,000 2. Do nothing

CONSEQUENCES IF NO ACTION IS TAKEN (DO NOTHING ALTERNATIVE IS SELECTED):

Drivers will not be properly guided to their designated location without interfering with the turning movements at the public road approaches. Crashes will continue to occur due to vehicles entering SR 32 immediately adjacent to SR 75.

SECONDARY CONSIDERATIONS OR GOALS WITH COSTS:

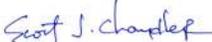
Attach extra sheets as necessary to fully describe the alternatives.

Will Further Analysis/Assessment be required beyond this form?

NO

SOLVE IT: Project Recommendations and Costs

QUANTIFIABLE PRIMARY GOAL(S) OF PROJECT (WHAT ARE WE PURCHASING SUCH AS CONDITION, SERVICE LIFE, LOS, OR CRF):

Estimated Total Project Costs:		\$26,000.00	COMMENTS	
Right of Way Purchase (RW1):		COST:		
Right of Way Services (RW2):		COST:		None Expected
Preliminary Engineering 1 (PE1):		COST:		Done in-house
Preliminary Engineering 2 (PE2):		COST:		
Maintenance of Traffic:		COST:		
Railroad PE (RR1):		COST:		None Expected
Railroad PE (RR2):		COST:		None Expected
Environmental Study:		COST:		None Expected, if done in-house
Utilities PE (UT1):		COST:		None Expected
Utilities CN (UT2):		COST:		None Expected
Construction (CN):		COST:	\$26,000.00	
Construction Engineering (CE):		COST:		None Expected
Relinquishment Payment (RQP):		COST:		None Expected
Other Considerations:		COST:		
Other Projects within Limits				
DES:	1900361	FY:	2024	HMA Overlay, Minor Structural Location: from 0.05 mi W of SR 75 to 0.5 mi W of I-65 (Sanitary Ditch Bridge)
DES:	1800060	FY:	2024	Aux. lanes, passing Location: from 3.69 mi W of SR 75 to 2.47 mi W of I-65
DES:		FY:		Work Type: Location:
Miscellaneous Notes				
ANTICIPATED NUMBER OF CONSTRUCTION SEASONS TO COMPLETE (1, 2 or 3 seasons):				1 FY
ANTICIPATED NUMBER OF YEARS TO COMPLETE DESIGN (1, 2 or 3 fiscal years):				1
CALL HISTORY:				
This location has not been presented before for the call of projects.				
Attachments				
Pictures		Asset Team Scoring Sheet:		Mobility History:
Spreadsheets (calcs):		Engineer Assessment:		
Solution Schematic:		Bridge/Culvert Inspection Report:		
Cost Calculations:		Accident History:		
Location Map:		Pathway Data:		
Additional Comments				
Other items relevant to the project not specifically listed elsewhere.				
MOT scheme: Flagging on SR 32 EB lane & SR 75 NB lane.				
There is one environmental concern within the limits of the SR 32 project: 1 LUST located at the gas station. Utilities and other environmental issues will need to be reviewed in the design phase.				
Report Prepared By and Approved By				
	Report Prepared By and Approved By:	Title:	Signature	
Prepared by:	Brittany Long	Traffic Development Engineer		2021.10.21 14:52:32 -04'00'
Prepared by:	Tim Watson	District Traffic Engineer		2021.10.21 15:11:26 -04'00'
Approval by:	Scott Chandler	Systems Asset Manager		10-21-2021
NOTE: Any changes require a re-submittal of Call Application Report.				
FORM VERSION: 11/7/2014		FORM VERSION BY: Andrew Fitzgerald, PTOE, PE		

